

- (ix) Basic instrument maneuvers;
- (x) Emergency operations;
- (xi) Multiengine operations;
- (xii) Night operations, except as provided in §61.110 of this part; and
- (xiii) Postflight procedures.

(3) For a rotorcraft category rating with a helicopter class rating:

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport and heliport operations;
- (iv) Hovering maneuvers;
- (v) Takeoffs, landings, and go-arounds;
- (vi) Performance maneuvers;
- (vii) Navigation;
- (viii) Emergency operations;
- (ix) Night operations, except as provided in §61.110 of this part; and
- (x) Postflight procedures.

(4) For a rotorcraft category rating with a gyroplane class rating:

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport operations;
- (iv) Takeoffs, landings, and go-arounds;
- (v) Performance maneuvers;
- (vi) Ground reference maneuvers;
- (vii) Navigation;
- (viii) Flight at slow airspeeds;
- (ix) Emergency operations;
- (x) Night operations, except as provided in §61.110 of this part; and
- (xi) Postflight procedures.

(5) For a powered-lift category rating:

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport and heliport operations;
- (iv) Hovering maneuvers;
- (v) Takeoffs, landings, and go-arounds;
- (vi) Performance maneuvers;
- (vii) Ground reference maneuvers;
- (viii) Navigation;
- (ix) Slow flight and stalls;
- (x) Basic instrument maneuvers;
- (xi) Emergency operations;
- (xii) Night operations, except as provided in §61.110 of this part; and
- (xiii) Postflight procedures.

(6) For a glider category rating:

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport and gliderport operations;
- (iv) Launches and landings;
- (v) Performance speeds;

- (vi) Soaring techniques;
- (vii) Performance maneuvers;
- (viii) Navigation;
- (ix) Slow flight and stalls;
- (x) Emergency operations; and
- (xi) Postflight procedures.

(7) For a lighter-than-air category rating with an airship class rating:

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport operations;
- (iv) Takeoffs, landings, and go-arounds;
- (v) Performance maneuvers;
- (vi) Ground reference maneuvers;
- (vii) Navigation;
- (viii) Emergency operations; and
- (ix) Postflight procedures.

(8) For a lighter-than-air category rating with a balloon class rating:

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Airport operations;
- (iv) Launches and landings;
- (v) Performance maneuvers;
- (vi) Navigation;
- (vii) Emergency operations; and
- (viii) Postflight procedures.

§ 61.109 Aeronautical experience.

(a) *For an airplane single-engine rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with an airplane category and single-engine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in §61.107(b)(1) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a single-engine airplane;

(2) Except as provided in §61.110 of this part, 3 hours of night flight training in a single-engine airplane that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a single-engine airplane on the control and maneuvering of an airplane solely by reference to instruments, including

straight and level flight, constant air-speed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training in preparation for the practical test in a single-engine airplane, which must have been performed within 60 days preceding the date of the test; and

(5) 10 hours of solo flight time in a single-engine airplane, consisting of at least—

(i) 5 hours of solo cross-country time;

(ii) One solo cross-country flight of at least 150 nautical miles total distance, with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(b) *For an airplane multiengine rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with an airplane category and multiengine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(2) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a multiengine airplane;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a multiengine airplane that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a multiengine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant air-speed climbs and descents, turns to a

heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training in preparation for the practical test in a multi-engine airplane, which must have been performed within the 60-day period preceding the date of the test; and

(5) 10 hours of solo flight time in an airplane consisting of at least—

(i) 5 hours of solo cross-country time;

(ii) One solo cross-country flight of at least 150 nautical miles total distance, with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(c) *For a helicopter rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with rotorcraft category and helicopter class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(3) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a helicopter;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a helicopter that includes—

(i) One cross-country flight of over 50 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in preparation for the practical test in a helicopter, which must have been performed within 60 days preceding the date of the test; and

(4) 10 hours of solo flight time in a helicopter, consisting of at least—

(i) 3 hours cross-country time;

(ii) One solo cross-country flight of at least 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(d) *For a gyroplane rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with rotorcraft category and gyroplane class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(4) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a gyroplane;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a gyroplane that includes—

(i) One cross-country flight of over 50 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in preparation for the practical test in a gyroplane, which must have been performed within the 60-day period preceding the date of the test; and

(4) 10 hours of solo flight time in a gyroplane, consisting of at least—

(i) 3 hours of cross-country time;

(ii) One solo cross-country flight of over 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(e) *For a powered-lift rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with a powered-lift

category rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(5) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a powered-lift;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a powered-lift that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a powered-lift on the control and maneuvering of a powered-lift solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training in preparation for the practical test in a powered-lift, which must have been performed within the 60-day period preceding the date of the test; and

(5) 10 hours of solo flight time in an airplane or powered-lift consisting of at least—

(i) 5 hours cross-country time;

(ii) One cross-country flight of at least 150 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and

(iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

(f) *For a glider category rating.* (1) If the applicant for a private pilot certificate with a glider category rating has not logged at least 40 hours of flight time as a pilot in a heavier-than-air aircraft, the applicant must log at least 10 hours of flight training in a

glider including 20 training flights performed on the areas of operation listed in §61.107(b)(6) of this part that include:

(i) 2 hours of solo flight in gliders in the areas of operation listed in §61.107(b)(6) of this part, with not less than 10 launches and landings being performed; and

(ii) Three training flights in a glider in preparation for the practical test within the 60-day period preceding the practical test.

(2) If the applicant has logged at least 40 hours of flight time in heavier-than-air aircraft, the applicant must log at least 3 hours of flight training in a glider including 10 training flights performed on the areas of operation listed in §61.107(b)(6) of this part that include:

(i) 10 solo flights in gliders in the areas of operation listed in §61.107(b)(6) of this part; and

(ii) Three training flights in preparation for the practical test within the 60-day waiting period preceding the test.

(g) *For an airship rating.* A person who applies for a private pilot certificate with a lighter-than-air category and airship class rating must log at least:

(1) 25 hours of flight training in airships on the areas of operation listed in §61.107(b)(7) of this part, which consists of at least:

(i) 3 hours of cross-country flight training in an airship;

(ii) Except as provided in §61.110 of this part, 3 hours of night flight training in an airship that includes:

(A) A cross-country flight of over 25 nautical miles total distance; and

(B) Five takeoffs and five landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(2) 3 hours of instrument training;

(3) 3 hours of flight training in an airship in preparation for the practical test within the 60 days preceding the date of the test; and

(4) 5 hours of solo flight in an airship and with an authorized instructor.

(h) *For a balloon rating.* A person who applies for a private pilot certificate with a lighter-than-air category and balloon class rating must log at least 10 hours of flight training that includes at least six training flights in the areas

of operation listed in §61.107(b)(8) of this part, that includes—

(1) *Gas balloon.* If the training is being performed in a gas balloon, at least two flights of 2 hours each that consists of—

(i) At least one training flight within 60 days prior to application for the rating on the areas of operation for a gas balloon;

(ii) At least one flight performing the functions of pilot in command in a gas balloon; and

(iii) At least one flight involving a controlled ascent to 3,000 feet above the launch site.

(2) *Balloon with an airborne heater.* If the training is being performed in a balloon with an airborne heater, at least—

(i) Two flights of 1 hour each within 60 days prior to application for the rating on the areas of operation appropriate to a balloon with an airborne heater;

(ii) One solo flight in a balloon with an airborne heater; and

(iii) At least one flight involving a controlled ascent to 2,000 feet above the launch site.

(i) *Permitted credit for use of a flight simulator or flight training device.* (1) Except as provided in paragraphs (i)(2) of this section, a maximum of 2.5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section, if received from an authorized instructor.

(2) A maximum of 5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section if the training is accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(3) Except when fewer hours are approved by the Administrator, an applicant for a private pilot certificate with an airplane, rotorcraft, or powered-lift rating, who has satisfactorily completed an approved private pilot course

conducted by a training center certificated under part 142 of this chapter, need only have a total of 35 hours of aeronautical experience to meet the requirements of this section.

[Doc. No. 25910, 62 FR 40902, July 30, 1997]

§ 61.110 Night flying exceptions.

(a) Subject to the limitations of paragraph (b) of this section, a person is not required to comply with the night flight training requirements of this subpart if the person receives flight training in and resides in the State of Alaska.

(b) A person who receives flight training in and resides in the State of Alaska but does not meet the night flight training requirements of this section:

(1) May be issued a pilot certificate with a limitation "Night flying prohibited;" and

(2) Must comply with the appropriate night flight training requirements of this subpart within the 12-calendar-month period after the issuance of the pilot certificate. At the end of that period, the certificate will become invalid for use until the person complies with the appropriate night training requirements of this subpart. The person may have the "Night flying prohibited" limitation removed if the person—

(i) Accomplishes the appropriate night flight training requirements of this subpart; and

(ii) Presents to an examiner a logbook or training record endorsement from an authorized instructor that verifies accomplishment of the appropriate night flight training requirements of this subpart.

[Doc. No. 25910, 62 FR 16298, Apr. 4, 1997; Amdt. 61-103, 62 FR 40904, July 30, 1997]

§ 61.111 Cross-country flights: Pilots based on small islands.

(a) Except as provided in paragraph (b) of this section, an applicant located on an island from which the cross-country flight training required in § 61.109 of this part cannot be accomplished without flying over water for more than 10 nautical miles from the nearest shoreline need not comply with the requirements of that section.

(b) If other airports that permit civil operations are available to which a flight may be made without flying over water for more than 10 nautical miles from the nearest shoreline, the applicant must show completion of two round-trip solo flights between those two airports that are farthest apart, including a landing at each airport on both flights.

(c) An applicant who complies with paragraph (a) or paragraph (b) of this section, and meets all requirements for the issuance of a private pilot certificate, except the cross-country training requirements of § 61.109 of this part, will be issued a pilot certificate with an endorsement containing the following limitation, "Passenger carrying prohibited on flights more than 10 nautical miles from (the appropriate island)." The limitation may be subsequently amended to include another island if the applicant complies with the requirements of paragraph (b) of this section for another island.

(d) Upon meeting the cross-country training requirements of § 61.109 of this part, the applicant may have the limitation in paragraph (c) of this section removed.

[Doc. No. 25910, 62 FR 16298, Apr. 4, 1997; Amdt. 61-103, 62 FR 40904, July 30, 1997]

§ 61.113 Private pilot privileges and limitations: Pilot in command.

(a) Except as provided in paragraphs (b) through (g) of this section, no person who holds a private pilot certificate may act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft.

(b) A private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if:

(1) The flight is only incidental to that business or employment; and

(2) The aircraft does not carry passengers or property for compensation or hire.

(c) A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve